

#6467RTCA-K & #6872RTCA-K Instructions for 1964-72 Chevelle & El Camino Rear Suspension Kits

Instructions:

1. Support the rear of the car in the air so that the rear suspension can be disassembled.
2. Remove the coil springs.
3. Remove the original upper links.
4. 1965 and later cars, remove the original bushings pressed into the rear axle housing, and replace them with the new bushings supplied in this kit. Early 1964 cars see note at end.
5. Adjust the new upper links to the same length as the original upper links. Be sure that both links are the same length.
6. Install the new upper links with the grease fittings toward the bottom of the pivots. Tighten both the left and right hand jam nuts on the upper link. It is very important that you tighten both of the jam nuts.
7. Remove the original lower links.
8. Install the new lower links. The anti-roll bar mounting tabs should be down, reward and inboard. If the anti-roll bar is being used install it now. There are two mounting positions for the anti-roll bar. The lower forward mounting hole will provide maximum ground clearance, but may cause the differential to contact the anti-sway bar. Use the mounting position that is best for your car.
9. Install the coil springs.
10. Remove the supports from the rear of the car and put the car on the ground.
11. If the pinion angle needs to be adjusted, simply loosen the jam nuts on the upper links, and turn both of the aluminum hex center sections equally until the pinion angle is correct. Tighten both of the jam nuts. Incorrect pinion angle will cause the drive shaft to vibrate. The pinion angle changes with changes in power and suspension height. The pinion should be parallel to the transmission when the engine is under load. Most cars work well when the pinion is set about 2° (2°-4° lower than the transmission (2° nose down from parallel to the transmission). As power through the drive train increases, the pinion will start to rotate upward.

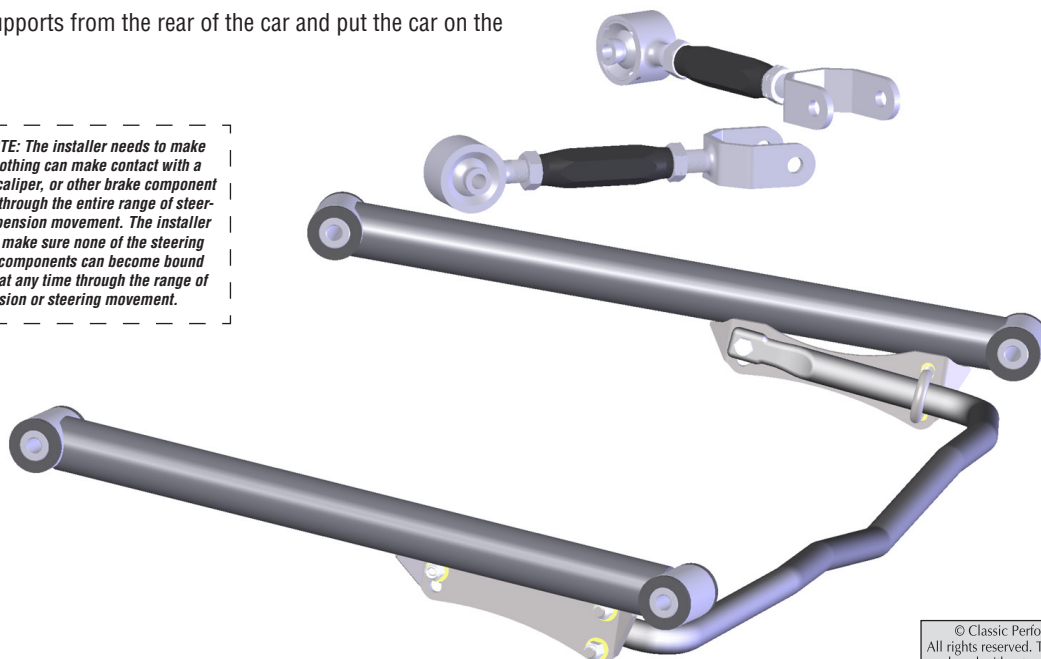
NOTE: 1964 cars need to check the size of the bushings before replacing them. If the bushing size does not match the bushing supplied, then you need to reuse the original bushings, or purchase new bushings separately. CPP part # 64CAB-RR for rubber bushings, or #3-3133G for new POLYPLUS™ inner only (POLYPLUS™ bushings do not include the outer sheetmetal, they only replace the inner rubber portion of the bushing).

GENERAL TORQUE SPECIFICATIONS:

1/4"	grade 5	10lb/ft	1/4"	grade 8	14lb/ft
5/16"	grade 5	19lb/ft	5/16"	grade 8	29lb/ft
3/8"	grade 5	33lb/ft	3/8"	grade 8	47lb/ft
7/16"	grade 5	54lb/ft	7/16"	grade 8	78lb/ft
1/2"	grade 5	78lb/ft	1/2"	grade 8	119lb/ft
9/16"	grade 5	114lb/ft	9/16"	grade 8	169lb/ft
5/8"	grade 5	154lb/ft	5/8"	grade 8	230lb/ft

NOTE: With 18" and larger wheels we recommend 1/2" wheel studs. The larger the wheel diameter, the greater the force is on the wheel studs. Please inquire about replacement wheel stud kits available from CPP.

PLEASE NOTE: The installer needs to make sure that nothing can make contact with a brake hose, caliper, or other brake component at any point through the entire range of steering and suspension movement. The installer also needs make sure none of the steering or braking components can become bound or jammed at any time through the range of suspension or steering movement.



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